



# ***LE CLAIRE***

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Stern Wheel towboat, steel hull 1915-1942. Built in Grafton, Illinois, 144' x 31' x 4'. Engines compound 9's, 18's-6ft. stroke rated 350 HP. One Foster-Wheeler water tube, express type boiler. Coal burner. Owned by USE, Rock Island District. Also built at the same time and place for the USE were the MUSCATINE, NAUVOO, and MINNEAPOLIS. Ownership was transferred to U.S. Coast Guard in 1939 and she was renamed COTTONWOOD in 1942.





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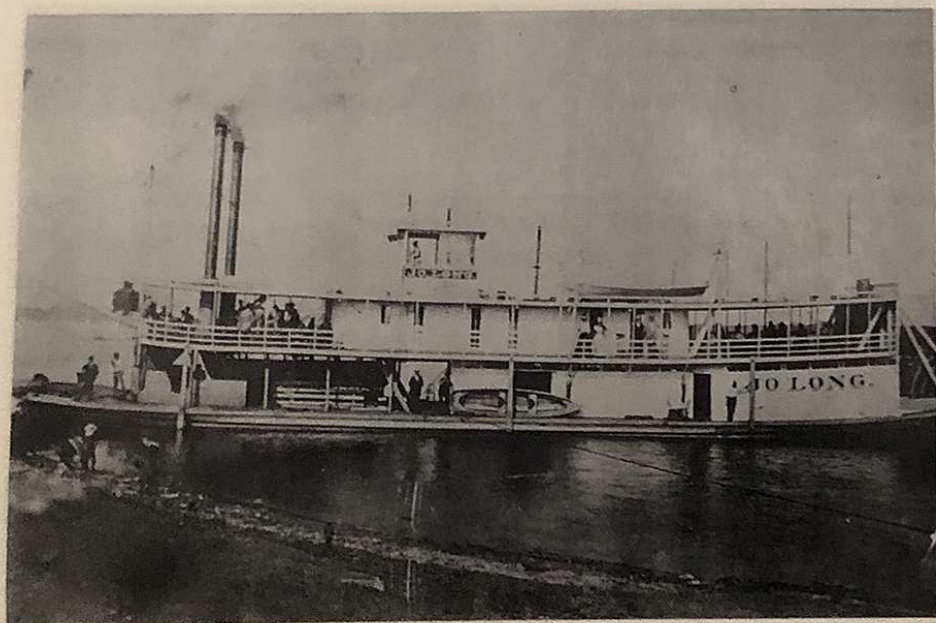
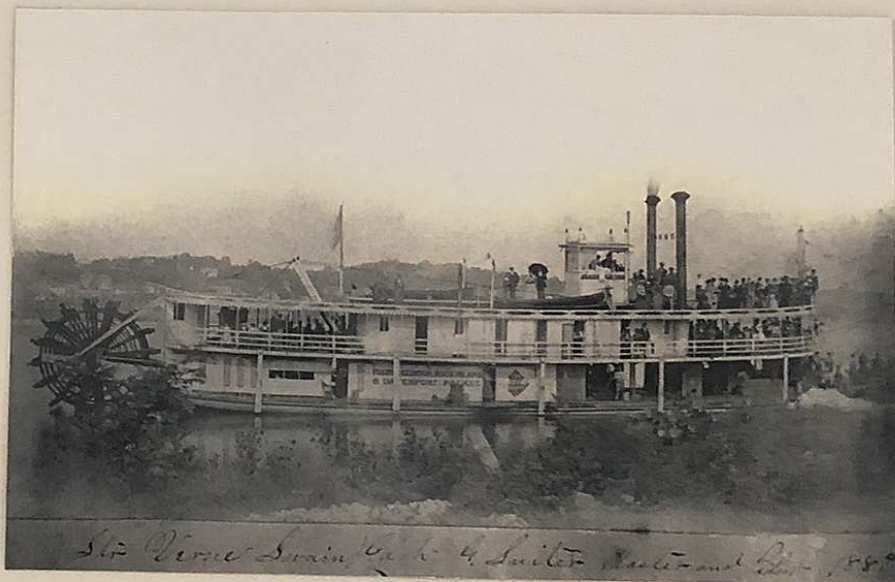
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## LOCAL PACKET BOATS

### VERNE SWAIN

Stern wheel paddle, wood hull built in Stillwater, MN, 1886. 122' x 22.6' x 5'. Engines, 12" and 24"-6 ft. cross-compound. Locomotive boiler and fan blower. Built by D. M. Swain who entered her in the Clinton-Davenport trade. Capt. John Streckfus bought her in 1889 and retained her there. At one time, Zach Suiter was her master and pilot. The JO LONG came into position in 1896, at which time Capt. William Knaach was master of the SWAIN. This rivalry went on several seasons until the LONG withdrew. In late 1900 sold to Dixon Brothers, Peoria, IL, and name changed to SPEED. She was rebuilt in 1893 with two new regular boilers, 40" x 20 ft.



### JO LONG

Sternwheel packet wood hull, built in Lyons, IA, 1896. 120.3' x 21.3' x 4'. Engines, 12's-6ft. by Swain. Ran in the Davenport-Clinton trade by Capt. J.N. Long and skippered by Capt. Ben Congar. On August 8, 1896, there was an argument at the Diamond Jo warehouse, Davenport, in which agent James Osborn was stabbed and Capt. Long was arrested and fined \$300. She had been running competition with the VERNE SWAIN and this about ended the rivalry. Soon afterward the LONG was sold for Vicksburg-Lake Providence trade, renamed PROVIDENCE, where she capsized and sank.